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# 19<sup>th</sup> World Precision Flying Championship Torun, Poland 2009

## REPORT of the President of the Jury

Championship Director:	Dr. Jerzy Wisniewski	Poland
Deputy Director	Andrezej Osowski	Poland
Route Planner	Andrezej Osowski	Poland
Jury President:	Vagn Jensen	Denmark
Jury Members:	Jiri Dodal	Czech
Jury Members:	Peter Grist	Great Britain
Chief Judge:	Paul Szameitat	Austria

**General:** The 19<sup>th</sup> WPFC took place in Torun, Poland from July 19<sup>th</sup> to July 26<sup>th</sup> 2009.

61 Pilots from 15 different nations took part in the competition.

The competition was run in accordance with the FAI/GAC Rules and Regulations of Precision Flying, edition 2009. The International Chief Judge Mr. Paul Szameitat arrived one week before the start of the competition to make the final preparation and check of the competition task together with the local officials. The Jury got all the information they needed and there was a very good and friendly working relationship between the Jury, the International Chief Judge, the Competition Director, the Route Planner and the Local Chief Judge. Many thanks to all of them!

**Judges:** There were plenty of International and Local Judges available and also sufficient helpers at the airfield to ensure the competition ran smoothly.

**Transportation:** Shuttle buses which ran from the hotel to and from the airfield ran a published schedule to coincide with competition timings which was greatly appreciated by both competitors and officials.

**Accomodation/meals:** The Hotel Filmar where everyone was accommodated was situated near the airfield (10 minutes by car or bus) and offered all the necessary

facilities and a very good standard for a competition. The buffet dinners and breakfasts were excellent and the lunches at the airfield restaurant were also good.

**Ceremonies / Social Events:** The opening ceremony was held at the Hotel Filmar due to inclement weather which improved in time for an air show at the airfield followed by a splendid opening dinner enjoyed by all. A lavish closing ceremony was provided by the organisers at the hotel and it was time to say our goodbyes to all our friends until the next championships.

**Airfield:** Torun Aerodrome offered a wide parking area and two concrete runways and one grass runway which ran parallel to the longest concrete runway which allowed rapid progress during the landings test. The preparation room and offices, debriefing room and computer room were perfectly suitable and well equipped with all the necessary facilities. The ATC officers were not used to this kind of competition and the associated high work load and so transmissions were kept to the absolute minimum at the same time guaranteeing a safe operation and our thanks go to the controllers for their hard work. Met information was always available and very accurate.

**Briefings / Communication:** There was a team managers briefing every night at the Hotel, all the other briefings were held at the airfield in the restaurant. Information boards were provided at the airfield and in the Hotel.

**Training Practice:** 3 routes for training were available, but at the next competition it should be considered that each route be run on different days to prevent possible conflict between aircraft crossing each others tracks which is potentially very dangerous.

**Navigation Tests:** Both tests were run to schedule but on the second one a slightly earlier start and a reduction in spacing time were necessary so that the task could be completed before the arrival of some forecast bad weather. Competitors welcomed this change as the day finished earlier with more relaxation before the next days landing tests. The preparation and execution of both navigation routes by the organisers was extremely well done and no protests were raised by any teams.

**Landing Test:** The weather for the landing test was ideal with unlimited visibility and approximately 10 knots of wind almost straight along the runway. The organisation was very good enabling each of the four landings to be completed in one hour. The German recording system was excellent and our grateful thanks must go to the fast and efficient team that brought and operated the equipment.

**Protests:** There were no protests for either of the navigation stages thanks to the excellent preparation of the route planner and only one protest on the landing tests which was upheld.

**Sanction Fees:** The organiser proved to have forwarded the sanction fee to FAI before the beginning of the competition, and the deposit was handed to the Chairman of the Jury and returned to the organiser after the conclusion of the competition.

**GNSS-FR / Competition map:** The competition map was 1:200.000 scale and was satisfactory for navigation. Downloading of the loggers ran very smoothly and usually the pilot could look at his achieved flight path after his observation debriefing.

**Conclusion:**

The event was run according to the FAI / GAC Rules and Regulations of Precision Flying. It was extremely well organised and all the staff were friendly and helpful!

The event was a success due to the work of all the people involved and thanks to the sporting behaviour of the pilots. So my thanks go especially to my Jury members Peter Grist and Jiri Dodal. The International Chief Judge Mr. Paul Szameitat and the Competition Director Jerzy Wisniewski, Route planner and Deputy Director Andrezej Osowski and all his enthusiastic staff!!! Thank you all very much!! Not to forget Martin Hrivna who worked tirelessly on the scoring computer all day at the same time solving many problems for us! The competition could not have been run without them!!

Vagn Jensen